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CENTRAL INTELLIGENCE AGENCY

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SUBJECT Airfield of Dolgoprudnaya

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1. The airfield, located west of the railroad line running north from MOSCOW, extended south and west of DOLGOPRUDNAYA (37°30'E/55°56'N).
2. The very large airfield had a concrete runway, a spur track and night lights. Large buildings and hangars were located at its southern edge.*
3. There was intensive day and night flying with:**
 - a. Four-engine transport aircraft
 - b. Twin-engine aircraft
 - c. Twin-engine, double-fuselage transport aircraft.
4. At the eastern edge of the field there was an area where free balloons, usually occupied by 3 men, made almost daily ascensions.
5. A weather station (observatory) in a four-story building had been erected in the center of the village by PWs. Ascensions of clusters of ten to fifteen small balloons were frequently observed. A piece of iron or other heavy material served as ballast. The ascending balloons were watched from the ground through optical instruments. Balloons about 3-feet in diameter from which a small wooden box was suspended were also observed.
6. Small aircraft flying at high speed with a roaring engine noise and a reddish white jet of fire emanating from the rear of the fuselage were seen in almost daily flights in the vicinity of DOLGOPRUDNAYA.*** These aircraft were en route to MOSCOW. They took off with auxiliary take-off aids at a 60-degree angle of climb and attained very high altitudes. The roaring noise then stopped and the aircraft dived without noise or trail fire.

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25X1 The roaring noise of the rocket booster was heard at the take-off for about one minute at the most. The trail of fire was so conspicuous that all [] who saw this aircraft type for the first time thought it was on fire. The home field of these aircraft was unknown. []

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7. A meteorological station with 5 buildings was under construction in DOLGOPUDNAYA. The station, which was put into operation on 1 October 1947, was equipped with modern instruments. Though operated by civilians, it was assigned to a military headquarters. It was observed that balloons which ascended there carried alti- 25X1 meters.

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- * a. The statements on location and installation of the DOLGOPUDNAYA airfield, which has been known as an airship port, confirm and supplement a previous report. (x)
- *** b. According to the observed flying activity it is considered credible that the airfield serves as a training field for transport pilots or that it is regularly used by transport and commercial aircraft. The observed twin-engine, double-body aircraft type is possibly a motor-propelled version of the double-fuselage cargo glider designed by GRIBOVSKI, a Soviet. The motor propulsion was presumably required to utilize this type for transportation. This is the first observation of previously described aircraft type.
- *** c. The rocket-driven aircraft which were observed in the DOLGOPUDNAYA area and south of it apparently took off from the MOSCOW-KHIMKI airfield about 2 1/2 miles from DOLGOPUDNAYA. From numerous previous reports on the MOSCOW-KHIMKI Plants it is concluded that an important developmental plant for rocket propulsion units is located there and that take-off experiments with rocket boosters are made at the airfield. The assumption that the Me-163/263 plane is being further developed there is supported by this report.

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